

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re:	Brouwer et al.	Conf. No.:	1858
Serial No.:	10/553,553	Group Art Unit:	2872
Filed:	08/21/2006	Examiner:	Jennifer A. Doak
For:	WING MIRROR UNIT		
Docket No.:	065529-0003	Customer No.:	26127

Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

**RESPONSE TO NOTIFICATION OF NON-COMPLIANT APPEAL BRIEF
PURSUANT TO 37 C.F.R. § 41.37**

Dear Sir:

In response to the Notification of Non-Compliant Appeal Brief mailed October 2, 2008,
Appellants submit the following amended Section V: Summary of Claimed Subject Matter.

CERTIFICATE OF TRANSMISSION

I hereby certify that this Response to Notification of Non-Compliant Appeal Brief Pursuant to 37 C.F.R. § 41.37 is, on the date shown below, being transmitted to the U.S. Patent and Trademark Office via the Office's electronic filing system EFS-Web addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

Date: October 14, 2008

/Donna Crumit/
Donna Crumit

V. SUMMARY OF CLAIMED SUBJECT MATTER

This invention relates to a wing mirror unit (Figs. 1-2) for a vehicle.¹ As set forth in independent claim 11, the wing mirror unit (Figs. 1-2) comprises a base plate (2—Figs. 1-2) and a supporting frame (5—Figs. 1-2) pivotally connected to the base plate (2—Figs. 1-2) about a main pivot (4—Figs. 1-2) and an auxiliary pivot (8—Figs. 1-2).² The wing mirror unit (Figs. 1-2) further comprises an actuator including an engaging part connected to the supporting frame (5—Figs. 1-2).³ The actuator (1—Figs. 1-2) is connected to the main pivot (4—Figs. 1-2) and configured to move the main pivot (4—Figs. 1-2) in a linear path further outwardly from the vehicle than the auxiliary pivot (8—Figs. 1-2).⁴ The supporting frame (5—Figs. 1-2) is pivotal with respect to the base plate (2—Figs. 1-2) between a folded orientation in which the supporting frame (5—Figs. 1-2) substantially abuts along a body (3—Figs. 1-2) of the vehicle and an unfolded orientation in which the supporting frame (5—Figs. 1-2) is substantially oriented transversely to the body (3—Figs. 1-2) of the vehicle.⁵ The engaging part is adjustable between a first orientation located near the body (3—Figs. 1-2) of the vehicle and a second orientation located farther outward with respect to the body (3—Figs. 1-2) of the vehicle.⁶

As set forth in independent claim 25, the wing mirror unit (Figs. 1-2) include a base plate (2—Figs. 1-2), a supporting frame (5—Figs. 1-2), a means for pivoting the supporting frame

¹ See Specification at page 1, lines 1-2.

² See Specification at page 4, lines 4-8 and 11-14.

³ See Specification at page 4, lines 11-13 and 15-16.

⁴ See Specification at page 4, lines 15-16 and page 6, lines 9-12.

⁵ See Specification at page 4, lines 11-14 and 16-21.

⁶ See Specification at page 4, lines 25-28.

(5—Figs. 1-2) with respect to the base plate (2—Figs. 1-2).⁷ The wing mirror unit (Figs. 1-2) further includes an actuator including an engaging part that operatively engages the supporting frame (5—Figs. 1-2).⁸ The means for pivoting the supporting frame (5—Figs. 1-2) includes a main pivot (4—Figs. 1-2) for pivoting the supporting frame (5—Figs. 1-2) from a folded orientation to an unfolded orientation and an auxiliary pivot (8—Figs. 1-2) for pivoting the supporting frame (5—Figs. 1-2) with respect to the base plate (2—Figs. 1-2).⁹ The main pivot (4—Figs. 1-2) is configured to move in a linear path further outwardly from the vehicle than the auxiliary pivot (8—Figs. 1-2).¹⁰

As set forth in independent claim 32, the wing mirror unit (Figs. 1-2) include a body portion (3—Figs. 1-2), a base plate (2—Figs. 1-2) extending from the body portion (3—Figs. 1-2), an actuator including an engaging part, and a supporting frame (5—Figs. 1-2) pivotally connected to the actuator about a main pivot (4—Figs. 1-2) and pivotally connected to the base plate (2—Figs. 1-2) about an auxiliary pivot (8—Figs. 1-2).¹¹ The engaging part supports the main pivot (4—Figs. 1-2) and the position of the main pivot (4—Figs. 1-2) is adjustable inwardly and outwardly with respect to the body (3—Figs. 1-2) of the vehicle such that the main pivot point (4—Figs. 1-2) is configured to move from a position that is closer than the auxiliary

⁷ See Specification at page 4, lines 4-8.

⁸ See Specification at page 4, lines 12-16.

⁹ See Specification at page 4, lines 6-8 and 12-21 and page 5, lines 8-11.

¹⁰ See Specification at page 6, lines 9-12.

¹¹ See Specification at page 4, lines 4-14.

pivot (8—Figs. 1-2) to the vehicle¹² to a position that is further outwardly from the vehicle than the auxiliary pivot (8—Figs. 1-2).¹³

Respectfully submitted,

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¹² See Fig. 2.

¹³ See Fig. 1. See Specification at page 4, line 28 to page 5, line 5.